New York Office: Tribune Building. Chicago Office: Tribune Building.

The Evening Star is served to subscribers in the city by carriers, on their own account, at 10 cents per week, or 44 cents per month. Copies at the counter, 2 cents each. By mail—anywhere in the U. S. or Canada—postage prepaid—50 cents per month. Saturday Star, 32 pages, \$1 per year; with foreign postage added, \$3.69.

(Entered at the Post Office at Waskington, D. C. as second-class mail matter.)

[7] All mail subscriptions must be paid in advance, Bates of advertising made known on application.

#### RAILROADS.

# RAILROAD

STATION CORNER OF SIXTH AND B STREETS. 7:50 A.M. daily. PITTSBURG EXPRESS AND CHICAGO SPECIAL.-Parlor and Dining Cars on Chicago Special Harrisburg to Pittsburg. Connects for Chicago, Indianapolis, Louisville and St. Louis. Buffet Broiler Parlor Car to Harris-

10:50 A.M. daily. THE PENNSYLVANIA LIM-ITED .- Pullman Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo and Detroit. Buffet Parlor Car to Harrisburg.

10:50 A.M. daily. ST. LOUIS LIMITED .- Sleeping, Dining, Smoking and Observation Cars Harrisburg to Cincinnati, Indianapolis and St. Louis. Buffat Parlor Car to Harrisburg. 10:50 A.M. daily. MAIN LINE EXPRESS .- Pull-

man Buffet Parlor Car to Harrisburg. Buffet Perior Car Harrisburg to Pittsburg. 8:80 P.M. daily. CHICAGO AND ST. LOUIS EX-PRESS .- Sleeping and Dining Cars Washington to St. Louis, Harrisburg to Chicago, Indianapolis, St. Louis and Nashville (via Cincinnati and

Louisville). Parlor Car to Harrisburg. 8:40 P.M. daily. CHICAGO LIMITED .- Sleeping car Washington to Chicago, Sleeping, Smoking. Dining and Observation Cars, Harrisburg to Chicago, Toledo and Cleveland. 7:15 P.M. daily. ST. LOUIS EXPRESS .- Pullman

Sleeping Car Harrisburg to St. Louis and Cin-7:45 P.M. daily. WESTERN EXPRESS.-Pullman Sleeping Car to Pittsburg and Chicago. Dining

Car to Chicago. 7:45 P.M. daily. CLEVELAND AND CINCINNATI EXPRESS.-Pullman Sleeping Cars Washington to Harrisburg, and Harrisburg to Cleveland and

Cincinnati. Dining Car. 10:40 P.M. daily. PACIFIC EXPRESS .- Pullman Sleeping Car to Pitteburg. Connects for Toledo. 7:50 A.M. daily. BUFFALO DAY EXPRESS, with through Cafe Car. Parlor Car and Coaches

to Buffalo, via Emporium Junction. 7:50 A.M. for Kane, Canandaigus, Rochester and Niagara Falls daily, except Sunday.

10:50 A.M. for Elmira and Renovo daily, except Sunday. For Williamsport daily, 3:30 P.M. 7:15 P.M. daily. BUFFALO NIGHT EXPRESS, with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction.

1:45 P.M. daily for Erie; for Rochester, Buffalo and Niagara Falls daily, except Saturday, with Eleeping Car Washington to Rochester.

10:40 P.M. for Erie, Canandalgua, Rochester, Buffalo and Niagara Falls daily. Pullman Sleeping Car Washington to Rochester Saturdays only. FOR PHILADELPHIA, NEW YORK AND THE EAST.

4:00 P.M. "CONGRESSIONAL LIMITED," for New York only, daily, all Parlor Cars, Dining Car. Express, 6:55, 8:50, \*10:00 (New York only), and \*11:00 A.M., \*12:35, 8:15, \*4:45, 6:50, 10:00 P.M., 12:80 night. On Sundays, \*8:50, \*11:00 A.M. 12:01, 8:15, \*4:45, 6:50 and 10:00 P.M., 12:80

For Philadelphia only, Express, 7:40, 10:00 A.M., 12:01 P.M. week days, 2:00, 4:00, \*5:85 and 5:40 P.M. daily; 6:55 A.M. Sundays. For Boston, without change, 7:40 A.M. week days and 5:35 P.M. daily.

FOR ATLANTIC CITY. Through Pullman Drawing Room Parlor Car, 12:35

For Baltimore, 5:00, 6:15, 6:55, 7:40, 7:50, 8:50, 10:00, 10:50, 11:00 A.M., 12:01, 12:85, 1:20, 2:00. 8:15, 8:30, 4:00 (4:00 Limited), 4:20, 4:45, 4:48, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40, 11:35 P.M., and 12:80 night week days. On Sundays, 6:55, 7:50, 8:50, 9:05, 10:50, 11:00 A.M., 12:01, 1:15, 2:00, 3:15, 8:30, 4:00 (4:00 L'mited, 4:20, 4:45, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40 P.M., and 12:30 night.

For Annapolis, 7:40, 8:50 A.M., 12:35, 3:30 and 5:40 P.M. week days Sundays, 8:50 A.M., 5:40 and 10:40 P.M. For Pope's Creek Line, 7:50 A.M. and 4:48 P.M. week days; 9:05 A.M. Sundays.

Ticket offices, corner Fifteenth and G streets and at the station, Sixth and B Streets, where orders can be left for the checking of baggage to destination from hotels and residences. Telephone call "1640" for Pennsylvania Railroad

\*Dining Car. W. W. ATTERBURY. J. R. WOOD. General Manager. Pass'r Traffic Manager. GEO. W. BOYD,

General Passenger Agent. RAILWAY. Trains leave from Fennsylvania Station.

7:35 a.m. Daily. Local for Harrisonburg, Warrenton, Danville and way stations.

10:51 a.m. Daily. Washington and Florida Limited. Through coaches and sleeper to Columbia, Savennah and Jacksonville. Dining car acrylce.

11:15 a.m. Daily. United States Fast Mail. First class coaches and drawing room sleeper to New Orleans. Dining car service.

4:01 p.m. Week days. Local for Harrisonburg and way stations on Manassas branch.

4:55 p.m. Daily. Local for Warrenton and Charlottesville. 6.55 p.m. Week Days. Southern's Palm Limited. 6.55 p.m. Week Days. Southern's Paim Limited.
Club, observation, library, drawing room, state
room, sleepers, New York to Jacksenville and St.
Augustine. Drawing room, state room, sleeper,
New York to Aiken and Augusta. Southern Rail-New York to Alken and Augusta. Southern Rail-way dining car service.

7:30 p.m. Daily. New York and Atlanta Ex-press. First-class coach to Atlanta, sleeper to Columbus, Ga., via Atlanta, Sunset tourist sleeper Wishington to San Francisco Mondays, Wednes-days and Fridays Sleeper to Pinehurst week days, 9:50 p.m. Daily. New York and Florida Ex-press. First-class coaches and sleepers to Colum-bia, Savannah and Jacksonville. Sleeper to Au-gusta and Port Tampa. Dining car service a la carte. carte.

10:00 p.m. Daily. New York and Memphis Limited (via Lynchburg). First-class coach and sleeping car to Roanoke, Knoxville, Chattanooga and Memphis; sleeper to New Orleans. Dining car

Memphis; sleeper to New Orleans. Dining car service.

10:45 p.m. Daily. Washington and Southwestern Limited. All Pullman train club and observation cars to Atlanta and Macon; sleepers to Nashville. Atlanta, Macon, Memphis, New Orleans.

TRAINS ON BLUEMONT BRANCH.
Leave Washington 8:10 a.m., 1:30 p.m., 4:45 p.m week days, 5:05 p.m. daily, for Bluemont; 6:28 p.m. week days for Leesburg only. Sunday trains leave Washington 9:10 a.m., 5:05 p.m. for Bluemont Saturdays only for Leesburg, 11:40 p.m. Through trains from the South arrive Washington 6:42 a.m., 6:52 a.m., 9:45 a.m., 9:55 a.m., 10:15 a.m. (daily except Monday), 3:00 p.m., 9:30 p.m., and 9:50 p.m. daily. Local trains from Harrisonburg 11:55 a.m. week days and 9:20 p.m. daily. From Charlottesville, 8:25 a.m. and 9:20 p.m. daily.

daily.

Tickets, sleeping car reservations and detailed information can be had at ticket offices, 705 15th street, 511 Pennsylvania avenue and Pennsylvania Station. Baggage checked through from hotels and residences.

Phone 1640 P. R. R. Cab Service.
C. B. ACKERT, Gen. Man.
Jan. 9 S. H. HARDWICK, Pass. Traf. Mgr.
1905. V. H. TAYLOE, Gen. Pass. Agent.
L. S. BROWN, Gen. Agent.

ATLANTIC COAST LINE.

Effective January 9, 1905.

4:30 a.m. dally-Sleeping Cars New York to Jacksonville, Fla.

3:45 p.m. dally-Sleeping cars New York to Jacksonville, Fla.; New York to Port Tampa, Fla., via Jacksonville; New York to Port Tampa, Fla., via Jacksonville; New York to Thomasville, Ga. (Tuesdays and Thursdays); New York to Augusta, Ga.; New York to Charleston, S. C.; Washington, D. C., to Wilmington, N. C. Connects at Petersburg for Norfolk, via N. & W. DINING CAR SERVICE on this train.

5:10 p.m. daily, except Sunday, "NEW YORK and FLORIDA SPECIAL," composed of Pullman Drawing and State Room, Dining, Library and Observations cars, heated by steam and lighted throughout by electricity, runs SOLID through to ST. AUGUSTINE, FLORIDA.

For tickets and all information apply at the OFFICE OF THE LINE 601 PENNSYLVANIA AVENUE NORTHWEST, and PENNSYLVANIA RAILROAD STATION.

District Passenger Americant Workston of Pullman Pannsylvania A. L. REED,

District Passenger Agent, Washington, D. C.
W. J. CRAIG,
Gen. Fas. Agt.

Traffic Manager.

Blood Diseases and Disorders of the Urinary Orcharged with false pretenses was contincolumn of traffic and size of ships that
use it. Although it is possible to design
and construct locks adapted to the future

and official circles.

The case against Lloyd Turner who is
gans romptly relieved and permanent restriction to the
column of traffic and size of ships that
use it. Although it is possible to design
and construct locks adapted to the future

and official circles.

# Pages 17-20. The Knening Star.

WASHINGTON, D. C., MONDAY, FEBRUARY 27, 1905-TWENTY PAGES.

#### RAILROADS.

Chesapeake & Ohio Ry.

Schedule Effective January 4, 1905.

Trains leave Pennsylvania Station.

2:30 p.m. Daily-CHICAGO AND ST. LOUIS SPR-CIAL. Solid vestibule, electric-lighted Dining Car train to Cincinnati. Reaches Cincinnati 8:00 a.m., Louisville 11:00 a.m., St. Louis 8:30 p.m., Chicago 5:30 p.m., Pullman service to Louisville, Cincinnati, Indianapolis, Chicago and St. Louis. Connection for Virginia Hot Springs week days. Dining car from Washington; meals a la carte.

11:10 p.m. Daily-F. F. V. LIMITED. Solid vestibule, electric-lighted Dining Car train to Cincinnati Pullman sleepers to Cincinnati, Lexington and Louisville without change. Compartment s'eeper to Virginia Hot Springs Tuesday, Thursday and Saturday. Sleepers Cincinnati t. Chicago and St. Louis. Dining car serving meals a la carte.

Reservation and tickets at Chesapeake and Ohio office, 513 Pennsylvania avenue; 600 Fourteenth street, near F. and at the station. Telephone call 1640 for Pennsylvania R. R. Cab Service.

Telephone Main 1006. General Passenger Agent. Chesapeake & Ohio Ry.

Seaboard Air Line Railway. TICKET OFFICE, 1421 PENNA. AVE.
For Petersburg, Raleigh, Wilmington, Columbia,
Savannab, Jacksonville, Tampa, Atlanta, Birmingham, Mobile, Pensacola and New Orleans.
10:50 A. M. DAILY—Seaboard Mail—Through
Pullman Sleeper to Jacksonville, Fla., connecting
at Hamlet with Pullman Sleeper to Atlanta. Cafe
Dining Car. at Hamlet with Pullman Sleeper to Atlanta. Cale Dining Car.
6:25 P. M. DAILY—Seaboard Florida Limited—Composed exclusively of new and up-to-date Pullman Equipment, between New York and St. Augustine, Fla.; Pullman Dining Car, Double Drawing Room Sleeping Cars, Stateroom and Observation Car. Through Sleeper on this train to Atlanta.
7:25 P.M. DAILY—Seaboard Express—Solid train to Jacksonvil'e and Tampa, with through Pullman Sleepers.

Baltimore and Ohio R. R. LEAVE STATION, New Jersey ave. and O &t.

ROYAL BLUE LINE

TRAINS "EVERY OTHER HOUB
ON THE ODD HOUR" TO
PHILADELPHIA AND NEW YORK.

7:00 a.m. Diner, Pullman Parlor.
19:00 a.m. Buffet, Parlor, 5-h. Train.
19:00 a.m. Diner and Pullman Parlor Car.
11:00 a.m. Diner and Pullman Parlor Car.
11:00 a.m. Diner and Pullman Parlor Car.
10:00 p.m. Diner and Pullman Parlor Car.
10:00 p.m. Togal Limited," All Pullman.
10:00 p.m. Coaches to Philadelphia.
10:00 p.m. Coaches to Philadelphia.
10:00 p.m. Sleepers.

\*11:30 p.m. Sleepers. \*2:57 a.m. Sleepers. Atlantic City, †7:00, †9:00, †11:00 a.m., †1:00, Atlantic City, †7:00, †9:00, †11:00 a.m., †1:00, \*8:00 p.m.

EVERY HOUR ON THE HOUR

TO BALTIMORE WITH PULLMAN SERVICE.

Week days: 2:57, 5:00, 6:30, 7:00, 7:20, 8:00, 8:85, 9:00, 9:30, 10:00, 11:00 a.m., 12:00 noon, 12:05, 1:00, 2:00, 3:00, 4:00, 4:45, 5:00, 5:05, 5:30, 6:00, 6:30, 7:00, 6:00, 1:00, 11:35, p.m.

Bundays: 2:57, 7:00, 7:20, 8:35, 9:00, 11:00 a.m., 1:00, 1:35, p.m.

WESTWARD.

CHICAGO and NORTHWEST, \*11:00 a.m., \*5:80 p.m.

p.m. CINCINNATI, ST. LOUIS and LOUISVILLE, \*10:05 a.m., \*4:05 p.m., \*12:45 night. PITTSEURG and CLEVELAND, \*11:00 a.m., \*9:15 p.m. and \*12:40 night. COLUMBUS, \*5:30 p.m. WHEELING, \*10:05 a.m., \*5:30 p.m. WINCHESTER, 18:35 a.m., \*14:05, \*15:00 p.m. ANNAPOLIS, week days, 8:00, 8:35 a.m., \*12:05 noon, \*4:00, 6:00 p.m. Sundays, 8:35 a.m., \$:30 and 10:00 p.m. noon, 4:00, 6:00 p.m. Sundays, 8:35 a.m., 5:30 and 10:00 p.m.
FREDERICK, †8:35, \$9:15, \$10:05, †11:00 a.m., \$1:15, †4:05, †5:35 p.m.
HAGERSTOWN, †10:05 a.m. and †5:00 p.m.
BOYD and way points, †8:35, \$9:15 a.m. \$1:15, †5:00, †5:35, \$10:15, †11:30 p.m.
GAITHERSBURG and way points, †8:35, \$9:18 a.m., †12:50, \$1:15, †3:30, \*5:05, †5:35, †6:50, \$7:35, \$10:15, †11:30 p.m.
WASHINGTON JUNCTION and way points, †8:35, \$9:18 a.m., \$1:15, †5:00, †5:30 p.m.
Dally, †Except Sunday, \$Sunday only.
Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 619 Pennsylvania ave. n.w., New York ave. and 15th st. and at station.
S. B. HEGE. District Passenger Agent.

#### OCEAN TRAVEL.

FRENCH LINE COMPAGNIE GENERALE TRANSATLANTIQUE,
Direct Line to Havre—Paris (France).
Salling every Thursday at 10 a.m.
From Pier No.42, North River, foot Morton st., N.Y.
La Bretagne... Mar. 2 \*La Savole... March 23
\*La Lorraine... March 2 La Bretagne... March 30
\*La Touraine... March 16 \*La Lorraine... April 6
\*Twin-screw steamers.
General Agency, 32 Broadway, New York.
GEORGE W. MOSS,
fe27-315t,14 1411 G ST. N.W.

AMERICAN LINE. PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Philadelphia...Mar. 4 | New York....Mar. 18
St. Paul....Mar. 11 | St. Louis....Mar. 25
PHILADELPHIA—QUEENSTOWN—LIVERPOOL.
Friesland....Mar. 11 | Merion.....Mar. 25 Friesland......Mar. 11 | Merion......Mar. 25 ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT.
Ince....Mar. 4 Minnebaha...Mar. 18
polis....Mar. 11 Minnetonka...Mar. 25
RED STAR LINE.

NEW YORK-ANTWERP-LONDON-PARIS.
Calling at Dover for London and Paris.
Kroonland. Mar. 4 Finland. Mar. 18
Zeeland. Mar. 11 Vaderland. Mar. 25
WHITE STAR LINE. NEW YORK-QUEENSTOWN-LIVERPOOL 

THE MEDITERRANEAN AZORES.
GIBRALTAR—NAPLES—GENOA—ALEXANDRIA
FROM NEW YORK:
CRETIC......Mar. 18, Apr. 29, June 15, July 27
REPUBLIC.....Apr. 13 | ROMANIC.....July 6
FROM BOSTON:
ROMANIC.....Mar. 11, Apr. 22, June 3, Aug. 19
CANOPIC.....Apr. 1, May 13, June 24, Aug. 5
WASHINGTON OFFICE. 1306 F ST. N.W.
DAVID LINDSAY, Passenger Agent.
mb23-312t-37

Hamburg - American Line. Plymouth—Cherbourg—Hamburg.

S. S. Deutschand Salls April 27, May 25, June 22, &c. †\*Bluecher. Mar. 2 †Waldersee Apr. 8 †Pennsylvania Mar. 11 †\*Bluecher. Apr. 12 †Patricla Mar. 25 †\*Moltke Apr. 20 †Pretoria Apr. 1 \*\*Belgravia Apr. 22 †Grill Room. \*Gymnasium on board. †Via Dover for London & Paris to Hamburg. \*\*Direct. New York—Naples—Genoa.

THE Azores, Madeira, Canary Islands, Spain, Algeria, Sicily and Italy.

FROM N. Y. APRIL 4, '05,
DURATION 24 DAYS—Cost \$90 and up.
BY THE PALATIAL S. S.
PRINZESSIN VICTORIA LUISE.
Steamer continues from GENOA to DOVER and
HAMBURG, via many interesting points. Through rates quoted on application.

HAMBURG-AMERICAN LINE, 37 B'WAY, N. Y.
E. F. DROOP & SONS, 925 Pa. ave. mh16-tf-36

NORTH GERMAN LLOYD Fast Express Service.

PLYMOUTH—CHERBOURG—BREMEN.
Kaiser...Mar. 7, 10 am Kronpr'z..May 2, 5 am
Kronpr'nz.Mar. 21, 6 am Ksiser...May 9, 10 am
Kaiser...Apr. 4, 10 am K.Wm.II..May 16, 1 pm
K.Wm.II..Apr. 18, 5 am Kronpr'z..May 30, 1 pm Twin-Screw Passenger Service. BREMEN DIRECT.

\*Kurf'st. Mar. 9, 11 am | Cassel... Apr. 6, 10 am Brand'b'g. Mar. 14, 10 am | \*Kurf'st. Apr. 11, 10 am Main... Mar. 23, 10 am Bhein... Apr. 20, 10 am \*Barba'sa. Mar. 28, 10 am | Brand'b'g. Apr. 27, 10 am \*Will cail at Plymouth and Cherhourg. Mediterranean Service. GIBRALTAR-NAPLES-GENOA.

GIBRALTAR—NAPLES—GENOA.
Albert...Mar. 4.11 am | tWeimar.Apr. 1, 11 am |
Lulse...Mar. 11, 11 am | Albert...Apr. 8, 11 am |
Neckar..dar. 18, 11 am | Lulse...Apr. 15, 11 am |
Irene...Mar. 25, 11 am | Heckar..Apr. 22, 11 am |
Gibraltar. Naples. †Naples, Genoa. †Naples only, OELRICHS & CO., NO. 5 BROADWAY, N. Y. E. F. DROOP & SONS CO., 025 PENNA. AVE. fe4-3121-28

## MEDICAL.

DR. NICHOLSON, GENERAL OFFICE PRACTICE including disease of the skin, tumors and skip cancers.

Consultation free.

fe27-26t\*7 25 YEARS' SUCCESSFUL PRACTICE IN Diseases of the Brain and Nervous System, Skin, Blood, Heart, Stomach, Liver, Kidneys, Bladder, Nose, Throat and Lungs. Stricture, Varioccele and Hydrococele cured. No pain. No loss of time, Blood Diseases and Disorders of the Urinary Or-

#### FOREIGN POSTAL SERVICE.

WASHINGTON, D. C., POST OFFICE NOTICE—FOREIGN MAILS.

Should be read daily, as changes may occur at

Should be read daily, as changes may occur at any time.

FOREIGN MAILS are dispatched to the ports of sailing daily, and the schedule of closings is arranged on the presumption of their uninterrupted overland transit. For the week ending March 4, 1905, the last connecting closes will be made from the Main Office as follows:

TRANSATLANTIC MAILS.

TUESDAY—(c) At 11:45 P.M. for NETHER-LANDS direct, per s.s. Ryndam, from New York. Mail must be directed "Per s.s. Ryndam." (c) At 11:45 P.M. for EUROPE, per s.s., Baltic, from New York, via Queenstown and Liverpool. (c) At 11:45 P.M. for NORWAY PARCELS-POST MAILS, per s.s. United States, from New York. Regular mail for DENMARK must be directed "Per s.s. United States." States."
WEDNESDAY—(g) At 10:30 P.M. for FRANCE,
SWITZERLAND, ITALY, SPAIN, PORTUGAL,
TURKEY, EGYPT, GREECE and BRITISH INDIA, per s.s. La Bretagne, from New York, via
Havre, Mail for other parts of EUROPE must be
directed there as La Partagne."

Havre. Mall for other parts of EUROPE must be directed "Per s.s. La Bretagne."
FRIDAY—(a) At 7:15 P.M. for EUROPE, per s.s. Philadelphia, from New York, via Plymouth and Cherbourg. Mail for IRELAND must be directed "Per s.s. Philadelphia." (c) At 11:45 P.M. for BELGIUM PARCELS-POST MAILS, per s.s. Krootland, from New York. Regular mail for BELGIUM must be directed "Per s.s. Krootland." (c) At 11:45 P.M. for ITALY direct, per s.s. Konig Albert, from New York. Mail must be directed "Per s.s. Konig Albert." (c) At 11:45 P.M. for ITALY direct, per s.s. Citta di Torino, from New York. Mail must be directed "Per s.s. Citta di Torino." (c) At 11:45 P.M. for EUROPE, per s.s. Etruria, from New York, via Queenstown and Liverpool.

ETRUTA, from New York, via Queenstown and Liverpool.

MAILS FOR SOUTH AND CENTRAL AMERICA,
WEST INDIES, ETC.
MONDAY—(c) At 11:45 P.M. for NICARAGUA
(except East Coast), HONDURAS (except East
Coast), SALVADOR, PANAMA, CANAL ZONE,
OAUCA DEPARTMENT OF COLOMBIA, ECUADOR, PERU, BOLIVIA and CHILI, per s.s. Allianca, from New York, via Colon. Mail for
GUATEMALA must be directed "Per s.s. Allianca." (c) At 11:45 P.M. for NEWFOUNDLAND, per s.s. Silvia, from New York.
TUESDAY—(c) At 11:45 P.M. for INAGUA, HAITI, SANTA MARTA and other places in MAGDALENA DEPARTMENT OF COLOMBIA, per s.s.
Fiandria, from New York. Mail for ST. MARC,
PETIT GOAVE, AUX CAYES, CAPE HAITI and
PORT DE PAIX must be directed "Per s.s. Prins
Willem IV, from New York. Mail for GAPE HAITI, PORT DE PAIX, CURACAO, VENEZUELA,
TRINIDAD and GUIANA must be directed "Per
s.s. Prins Willem IV." (c) At 11:45 P.M. for
TURKS ISLAND and DOMINICAN REPUBLIC, per
s.s. Seminole, from New York. (c) At 11:45 P.M. for
LEEWARD and WINDWARD ISLANDS and
GUIANA, per s.s. Caribbee, from New York, Mail
for BARBADOS must be directed "Per s.s. Caribbee."

for BARBADOS must be directed "Per s.s. Carlibbee."

WEDNESDAY—(c) At 11:45 P.M. for CUBA, YUCATAN and CAMPECHE, per s.s. Monterey, from New York. Mail for other parts of MEXICO must be directed "Per s.s. Monterey." (c) At 11:45 P.M. for NEWFOUNDLAND, per s.s. Rosalind, from New York (c) At 11:45 P.M. for ARGENTINE, URUGUAY and PARAGUAY, per s.s. Cavour, from New York. (c) At 11:45 P.M. for CIUDAD BOLIVAR, per s.s. Manzanares, from New York. Mail for other parts of VENEZUELA, via La Guayra, must be directed "Per s.s. Manzanares." (c) At 11:45 P.M. for MEXICO, per s.s. Matanzas, from New York, via Tampico. Mail must be directed "Per s.s. Matanzas." (c) At 11:45 P.M. for ST. KITTS, NEVIS, ST. EUSTATUS, ST. MARTINS, MARTINIQUE, GUADALOUPE and GUIANA, per s.s. Uller, from New York.

THURSDAY-(c) At 11:45 P.M. for BRAZIL, per THURSDAY—(c) At 11:45 P.M. for BRAZIL, per s.s. Byron, from New York, via Pernambuco, Bahla, Rio Janeiro and Santos. Mail for NORTH-ERN BRAZIL, ARGENTINE, URUGUAY and PARAGUAY must be directed "Per s.s. Byron." (c) At 11:45 P.M. for the BAHAMAS, per s.s. Yucatan, from New York. Mail for the PROVINCE OF SANTIAGO, CUBA, must be directed "Per s.s. Yucatan." (c) At 11:45 P.M. for BRAZIL, per s.s. British Prince, from New York, via Pernambuco, Rio Janeiro and Santos. Mail for NORTH-ERN BRAZIL, ARGENTINE, URUGUAY and PARAGUAY must be directed "Per s.s. British Prince."

FRIDAY—(c) At 11:45 P.M. for PORTO RICO, CURAÇÃO and VENEZUELA, per s.s. Caracas, CURACAO rnd VENEZUELA, per s.s. Caracas, from New York. Mail for COLOMBIA, via Cura-cao, must be directed "Per s.s. Caracas," (c) At 11:45 P.M. for FORTUNE ISLAND, JAMAICA and 11:45 P.M. for FORTUNE ISLAND, JAMAICA and COLOMBIA, except Cauca and Magdalena Departments, per s.s. Sibiria, from New York. Mail for COSTA RIOA must be directed "Per s.s. Sibiria." MEXICO, overland, unless specially addressed for dispatch by steamers sailing from New York, close here daily at 10:05 A.M. (f) and 10:00 P.M. (h) CUBA MAILS close here at 3:00 P.M. on Mondays, Wednesdays and Saturdays, via Port Tampa, Fla. (p), and 10:00 P.M. on Thursdays, via New Orleans, La. (h); also via New York, N. Y., on Wednesdays at 11:45 P.M. (c)

NEWFOUNDLAND (except Parcels-Post Mails), by rail to North Sydney and thence via steamer, close here daily, except Sundays, at 2:30 P.M. (b), and on Sundays at 11:30 A.M. (d), the connecting closes being on Mondays, Wednesdays and Saturdays. JAMAICA, by rail to Boston and thence via steamer, close here at 2:30 P.M. on Tuesdays (b), and on Wednesdays at 10:30 P.M. (g), by rail to Philadelphia and thence via steamer.

MIQUELON, by rail to Boston and thence via steamer, close here daily, except Sundays, at 2:30 P.M. (b), and on Sundays at 11:30 A.M. (d)
BRITISH HONDURAS, HONDURAS (East Coast) and GUATEMALA, by rail to New Orleans, La., and thence via steamer, close here daily at 10:05 A.M. (f) and 10:00 P.M. (h), the connecting closes being on Mondays.

COSTA RICA, by rail to New Orleans, La., and thence via steamer, close here daily at 10:05 A.M. (f) and 10:00 P.M. (h), the connecting closes being on Tuesdays. on Tuesdays.

NICARAGUA (East Coast), by rail to New Or-NICARAGUA (East Coast), by rail to New Orleans, La., and thence via steamer, close here daily at 10:05 A.M. (f) and 10:00 P.M. (b), the connecting closes being on Thursdays.

BAHAMAS (except Parcels-Post Mails), by rail to Miami, Fia., and thence via steamer, close here at 10:05 A.M. (f) or Wednesdays and Sundays.

PANAMA, CANAL ZONE, PANAMA and CO-LONEIL close here daily at 10:05 A.M. (f) by Company of the part of the par PANAMA, CANAL ZONE, PANAMA and CO-LOMBIA, close here daily at 10:05 A.M. (f), by rail to New Orleans and thence via steamer, and at 11:45 P.M. on Mondays, via New York. (c) JAPAN, KOREA, CHINA and specially addressed mail for the PHILIPPINE ISLANDS, via Seattle, close here daily at 6:30 P.M. up to February 26, for dispatch per s.s. Tremont. (a) HAWAII, via San Francisco, close here daily at 6:30 P.M. up to February 27, for dispatch per s.s. Alameda. (a)
HAWAII, JAPAN, KOREA, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P.M. up to March 3, for dispatch per s.s. Siberla. (a)

daily at 6:30 P.M. up to March 3, for dispatch per s.s. Siberia. (a)

HAWAII, via San Francisco, close here daily at 6:30 P.M. up to March 4, for dispatch per s.s. Nevadan. (a)

TRANSPACIFIC MAILS.

JAPAN, KOREA, CHINA and PHILIPPINE ISLANDS, via Seattle, close here daily at 6:30 P.M. up to March 4, for dispatch per s.s. Iyo Maru. (a)

TAHITI and MARQUESAS ISLANDS, via San Francisco, close here daily at 6:30 P.M. up to March 10, for dispatch per s.s. Mariposa. (a)

AUSTRALIA (except mails for West Australia), NEW ZEALAND, NEW CALEDONIA, SAMOA, HAWAII and FIJI ISLANDS, via San Francisco, close here daily at 6:30 P.M. up to March 11, for dispatch per s.s. Sierra. (a)

HAWAII, JAPAN, KOREA, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P.M. up to March 13, for dispatch per s.s. Mongolia. (a)

JAPAN (except Parcels-Post Mails), KOREA, CHINA and PHILIPPINE ISLANDS, via Vancouver and Victoria, B. C., close here daily at 6:30 P.M. up to March 12, for dispatch per s.s. Empress of India. (q)

AUSTRALIA (except mails for West Australia), FIJI ISLANDS and NEW CALEDONIA, via Vancouver and Victoria, B. C., close here daily at 6:30 P.M. up to March 25, for dispatch per s.s. Aorangi. (q)

PHILIPPINE ISLANDS and GUAM, via San PHILIPPINE ISLANDS and GUAM. PHILIPPINE ISLANDS and GUAM, via San Francisco, close here daily at 6:30 P.M. up to March 26, for dispatch per U. S. transport. (a)

NOTE.—Mulls for COCHIN CHINA are dispatched to New York, N. Y., for connection with Eurogen stements. pean steamers.

Mails for MANCHURIA (except Newchwang and Port Arthur) and EASTERN SIBERIA will be dispatched to New York, N. Y., until further notice,

patched to New York, N. Y., until further notice, for transmission via Russia, instead of via Japan, the usual route.

Unless otherwise addressed, WEST AUSTRALIA MAILS will be dispatched via Europe; those for NEW ZEALAND via San Francisco, and those for certain places in the CHINESE PROVINCE OF YUNNAN via British India—the quickest routes. Mails for the PHILIPPINE ISLANDS, specially addressed "Via Europe," must be fully prepaid at the foreign rate of postage.

Mails for HAWAII are dispatched via San Francisco, Cal., exclusively. Mails for HAWAII are dispatched via San Francisco, Cal., exclusively.

REGISTERED MAILS close at the MAIN OF-FICE as follows: (a) At 6:30 P.M. same day; (b) at 1:30 P.M. same day; (c) at 11:30 P.M. same day; (d) at 5:30 A.M. same day; (e) at 5:00 P.M. same day; (f) at 8:30 A.M. same day; (g) at 9:30 P.M. same day; (f) at 8:00 P.M. same day; (p) at 1:30 P.M. same day; (q) at 6:30 P.M. second previous day; (r) at 6:30 P.M. previous day.

100 JOHN A. MERRITT, Postmaster.

## Taken to Court.

The Royal Benefit Society has petitioned lumbia for a writ of mandamus to compel Tihomas E. Drake, superintendent of insurance for the District of Columbia, to immediately suspend a license granted to

Case Continued Indefinitely. The case against Lloyd Turner who is

Recommendation to the Isthmian Commission.

PREFERRED TO LOCKS

RESULT OF A STUDY OF THE EN-GINEERING DIFFICULTIES.

Total Estimated Cost \$230,500,000-Completion Within Ten or Twelve Years.

Commissioners Burr, Parsons and Davis, who have been making a study of the engineering plans for the isthmian canal. have placed in the hands of the entire commission a definite set of plans for the construction of the great waterway across Panama. The principal recommendations are summed up in a resolution that the committee approve and recommend for adoption by the commission a plan for a sea-level canal, with a bottom width of 150 feet and a minimum depth of water of thirty-five feet, and with twin tidal locks at Miraflores, whose usable dimensions shall be 1,000 feet long and 100 feet wide, at a. total estimated cost of \$230,500,000. Such estimate includes an allowance for administration, engineering, sanitation and contingencies, amounting to \$38.450,000, but without allowance for interest during construction, expense of zone government and collateral costs, and water supply, sewers or paving of Panama or Colon, which last items are to be repaid by the inhabitants of those cities.

Ten or Twelve Years Required. The committee estimates that a sea level canal can be completed within from ten to twelve years from the present time. These recommendations are the conclusion of a long report to the commission prepared in the canal zone under date of February 14 last, and based on complete engineering reports on all of the problems involved. The committee decided that under no circumstances should the surface of the canal be more than sixty feet above the sea, and estimates that at this level the cost would be \$178,013,406. A thirty-foot level is esti-mated to cost \$194,213,406.

It is recommended that the Chagres river be controlled by a dam at Gamboa, built to a crest height of 200 feet, and the waters of the lake thus created disposed of through tunnels. The work on the foundation of the dam will record the conduction of t tion of the dam will require from one to one and a half years, and the committee reports should begin at once. The dam at this place, it is stated, involves no forthe Bohio location.

Cost of Excavation. Actual work with the new American steam shovels in the Culebra cut has demonstrated that the entire excavation yard. The former isthmian canal commission estimated this cost at 80 cents. This reduction amounts to a total of \$15,000,000. Immediate work is recommended at Colon in constructing a safe harbor. To this end, an outer breakwater is suggested, as well as the construction of an inner harbor at the entrance to the canal. It is recommended that bids be invited for this work. Other minor features of canal construction recommended include completing the Gatuncanal company to divert from the canal the Gatuncillo and Mindi rivers and other smaller streams. In connection with this three small dams must be built, two across

the Chagres river near Mindi and one across the Boca Mindi. All of this work is independent of the decision as to a level for the canal, and its immediate execution is recommended. Other subsidiary features depend on the level determined on, and are not discussed. The committee makes these observations

in summing up: Controlling Floods of the Chagres. "The practicability of certainly and satisfactorily controlling the floods of the Chagres by so simple and economical a method as the Gamboa lake and its outflow channels, and the reduced cost of excavation as actually demonstrated by the work of the commission in the Culebra cut, makes the construction of a sea-level canal at a reasonable cost far more available than has heretofore appeared possible These recent developments in the condi-tions attending the construction of the canal are so important as to be almost controlling in character. The remaining element is that of the time required to make the great summit excavation. It is to be carefully observed that the results thus far obtained in the Culebra cut have been reached under disadvantageous conditions of both organization of plant and force. The railroad tracks serving the excavators are yet fragmentary and tenta-tively placed to serve the purpose of in-vestigation. In both respects the disposi-tion of plant is far more unfavorable, both to ecenomy and celerity of operations, than will be the case when a complete track sys-tem has been arranged and laid down to serve a large number of steam shovels op-

erated by an experienced force. Capacity of the Shovels. "In the face of these disadvantageous conditions, the cost of excavation has been reduced far lower then was anticipated, and it has been demonstrated that each steam shovel may be counted upon to yield an average record of at least 1,000 cubic yards per working day. The chief engineer estiwith a complete system of tracks serving them, a yearly record of 30,000,000 cubic yards of excavation may be reached with out requiring a greater output per shovel, or greater speed in working, than has already been attained. This rate of working could probably be reached within two

years from the present time.
"With the rate of progress which now appears reasonable to anticipate, this committee believes that a sea-level canal, with a tidal lock 1,000 feet long and 100 feet usable width at Miraflores, can be completed within ten or twelve years from this time, the bottom width of the canal being 150 feet and the minimum depth of water

thirty-five feet.
"These considerations have induced this committee to express to the commission its unanimous judgment that with the contemplated system of working, and with the rate of development which appears to be justified by the work now being performed at Culebra, a sea level canal, free from the restriction of locks, should be adopted. This committee believes that such a canal,

the Puritan Life Insurance Association, and the isthmus are most obvious. It would Specialist, 509 12th Street to revoke the same at the expiration of be a waterway with no restriction to navisky days if the association has not complied with the law.

be a waterway with no restriction to navigation and which could easily be enlarged by widening or deepening at any time in

transformation to a sea-level canal, that transformation cannot be made without serious inconvenience to navigation and at a cost so great as to be excessive. The additional cost of a sea-level canal over that of a canal with locks, with a summit level of a canal with locks, with a summit level of a canal with locks, with a summit level of sixth feet above mean tide. level of sixty feet above mean tide, is \$52,462,000, or \$79,742,000, more than the estimated cost of the lock canal with a summit level eighty-five feet above mean tide, proposed by the former isthmian canal commission, after allowing \$6,500,000, for the Colon breakwater and direct entrance not previously estimated. This committee considers this additional expenditure fully justified by the advantages secured."

#### GOOD TEMPLAR MEETINGS. Matters of Interest to Members of the

Organization.

Friendship Lodge, No. 11, Independent Order of Good Templars, met in Melford Hall, 8th and I streets northeast last Monday evening. Mr. S. W. Russell, grand superintendent of juvenile temples, occupled the chair, and Miss Ida Doyle presided at the piano.

Among the visitors were Messrs. Aquilla E. Payne and St. John of Silver Star Lodge, Messrs. Bedford and Russell of Minnehaha Lodge and Judge Nichol of Perseverance

Lodge. Mr. Frank Minor, marshal-elect, and Miss Nettle E. Cole, superintendent-elect, of Undine Juvenile Temple, were installed, Mr. Russell, deputy right worthy grand templar, officiating. Mr. E. L. O'Brien, deputy grand templar, addressed the lodge and extended invitation to a lodge social at 617 I street northeast on Friday evening.

A special anniversary feature appeared in A special anniversary feature appeared in the program, Messrs. Nichol and Russell recalling incidents in the early life of the first President of the United States. These first President of the United States. These readings and addresses were interspersed with patriotic songs by Mr. Bedford, Miss Doyle accompanying. A temperance recital was given by Mr. St. John and vocal and instrumental selections by Mr. F. C. Minor. Minnehaha Lodge, No. 1, I. O. G. T., met in Pythian Temple, 1012 9th street northwest, last Tuesday evening. Chief Templar Henry F. Smith presided. An initiatory ceremonial was conducted by the sitting officers, Messrs. Hulstrom and Atall of Perseverance Lodge, Mr. J. S. Blackford of Silver Star Lodge and Miss King serving as

Silver Star Lodge and Miss King serving as

candidates.

In the good of the order Miss Agnes Pollock read a selection entitled "A Glorious Example of Washington;" Mr. Samuel Bedford sang a commemorative solo, Mrs. H. F. Smith accompanying; Mr. S. W. Russell read a paper relating incidents in the boyhood of George Washington, and Mr. H. F. Smith read some original phrases in description of the life of our first President and offered prizes to those finding the largest number of things spelled by the letters est number of things spelled by the letters in the phrases read. Mr. E. E. Wilson secured the first prize and Miss Myrtle Balderson the second prize.

Faith Lodge, No. 14, I. O. G. T., met in Odd Fellows' Hall, 31st street, last Tuesday evening. There were visitors from Silver Star and Perseverance Lodges. Grand

Templar I. L. Corby presided.

Mr. J. C. Gates, deputy grand templar, inducted officers-elect into their respective positions, as follows: Miss Florence Greaves, vice templar; Terrance Boyle, chaplain; Roy A. Payne, sentinel. In good of the order, Mr. J. C. Gates in the chair, addresses were given by the grand templar and Messrs. Nichol, Foster and Turner of Perseverance Lodge, Mr. Finney, grand marshal, and Mr. Lester of Silver Star Lodge, Mr. Lenz and Mesdames Waters and Dugan; a recitation by Mr. Finney and songs by Mr. W. A. Collins and Miss Mae Smith of Silver Star Lodge and

#### FULLER DECLARED INSANE. Department Official Taken Into Custody

at Chicago. A dispatch from Chicago says: Leslie Fuller, twenty-five years old, a trusted employe of the secret-investigation branch of the Department of Justice at Washington. was declared insane by City Physician James Todd at Chicago Friday, and sent home to Big Rapids, Mich. Fuller had been in Indian territory on official business and was returning to Washington. He was arrested after he had attacked a

Leslie C. Fuller, assistant attorney of the Department of Justice, whose peculiar actions in Chicago resulted in his being taken in charge by the authorities there until his friends could be located, had been engaged in an investigation of the charges made against Judge Raymond of the Indian territory. Assistant Attorney General Russell Thursday said that he re-ceived last Monday from Fuller a perfectly rational letter, or report, of seven pages, in which Fuller says:

"I went to Tulsa on the 17th instant, and that night was taken with a pattern."

and that night was taken with an attack of fever, which partially deranged my thinkor lever, which partially deranged my thinking faculities so that my mind was beset with fanciful thoughts." He adds: "I left Tulsa in a high fever Saturday morning." He gives instances of his irrational and excited behavior, and says: "A physician attended me, and in the morning I woke in my right mind, but with considerable fever still. The doctor has been to be supported by the still. The doctor has been to see me twice, and tells me that nothing serious is the matter, and that with proper rest and care I shall be on my feet again."

## United Cigar Stores Company.

The announcement was made recently by the Equitable Life Insurance Company that it had entered into an agreement to issue policies on the lives of the store employes of the United Cigar Stores Company pany, all premiums of which are to be paid by the latter company while the insured remain in its service. It is said that this tem of the United Cigar Stores Company, embracing at present over 300 stores in thirty cities, will aggregate insurance of \$2,000,000. The policies are to be placed on the basis of the yearly salaries of employes, but no policy will be for less than \$1,000. The highest will be for \$2,500. Employee and it average of that selections. ployes paid in excess of that salary are presumed to be able to insure themselves. The policies are endowment form, pay-able in twenty years, with the usual options of re-insurance or provision for an annuity. All premiums are to be paid by the United Company as long as the insured remains in its employ. If at any time a man leaves the employ of the company, he may assume the obligations of the policy and derive all its benefits. George J. Whelan, president of the United

Company, in an interview says:
"The company has no idea of being regarded as a philanthropic institution in af-fording those it employs this form of protection against the hazard of death. Our sole aim is to create and maintain within sole aim is to create and maintain within the ranks of our working force a spirit of loyalty that a pay roll cannot measure. We are well aware that our success has been made by the men behind the store counters, and that any plan which encourages permanent connection will be manifest in better service. In other words, the longer a man works for the company the greater his value to it. In addition to fixed regulations looking to increase in salary and the tions looking to increase in salary and the sharing of profits, now in force in the or-ganization, continued service is believed to be entitled to the provision for the future

## FOR FEDERAL CONTROL

Governmental Regulation of Insurance.

#### SENATOR DRYDEN'S BILL

PROVISION MADE FOR EXAMINA-TIONS OF AFFAIRS.

Proposed Retaliation Against Foreign Discrimination-Revocation of Licenses.

Senator Dryden of New Jersey introduced in the Senate today a bill to carry into effect a plan of government regulation of insurance, in line with President Roose velt's recommendations to Congress. Senator Dryden has given many years of his life to the practical study of insurance, and has been actively engaged in the executive control of insurance corporations.

This bill was submitted by Senator Dryden to many eminent constitutional lawyers and to authorities of the administration, receiving the approval of all who ex-

#### Features of the Bill. Briefly stated, the principal features of

the bill are these: First, increased security to 20,000,000 policy holders.

Second, decrease in cost of insurance. Third, increased returns to policy holders Fourth, decrease in the burden of taxa-

Fifth, diminution of a vast amount of needless clerical labor to meet the requirements of some fifty different states and territories, and consequent decrease in ex-Sixth, the stamping out of fraudulent insurance enterprises.

Senator Dryden has no hope of action or the bill in the remaining days of the pres-ent session, and his purpose in introducing the bill at this time is to draw criticism of its provisions and to obtain an interchange

The bill creates the office of superintendent of insurance in the Department of Commerce and Labor, who shall be aided by a national actuary and such clerks as may be necessary. Policies of insurance are deemed to be articles of commerce and instrumentalities thereof. The delivery by corporations of contracts of insurance from the state, territory or country of the lo-cality, to citizens, corporations or other persons located in other states, territories or nations, the transmission by the insured from such other states, territories or nations of the premiums or other valuable in for policies to the home office or nations of the premiums or other valuable. Orchestral music was furnished throughout cality is situated in another state, nation or territory, and the transmission by the in-surance company from the home office to the insured in other states, territories or foreign nations than that of the locality, of merce, as the case may be; but the provis-ions of this act shall not apply to any corporation transacting the business of in-surance exclusively within one state, district or territory; and provided further, that this act shall have no application to any re-ligious or charitable, benevolent or purely fraternal scale.

#### fraternal society or association. Powers of the Superintendent.

The superintendent of insurance may, from time to time, fix fees and establish rules, regulations and requirements not inconsistent with law, for conducting the business of the division, which rules and requirements shall provide methods and forms for annual reports to the superintendent of insurance, by corporations transacting interstate or foreign commerce insurance, which annual reports shall be duly attested under seal by such corporations and acknowledged and sworn to by the president and secretary thereof before an official authorized to administer oaths. The rules and requirements shall also provide that at any time, when in the judgment of the superintendent it shall appear requisite for the security of the policy holders of any corporation transacting interstate or foreign commerce insurance the superintendent shall cause to be made by himself, or one or more competent and persons specially appointed by him for that purpose, an examination into the business and affairs of such corporation for the purpose of determining whether it is solvent and trustworthy.

Filing of Reports. Every corporation transacting interstate or foreign commerce insurance shall, within sixty days after the passage of this law. and every company hereafter formed before engaging in interstate or foreign commerce insurance, shall comply with its provisions by filing with the superintendent certified copy of its charter and by-laws, together with an officially certified copy of the last complete statement of its condi-tion and affairs filed in the office of the superintendent, commissioner of insurance or other authorized official, for the states, territory, district or nation of its origin, and a certificate under the seal of the proper officer of its government setting forth the value of all outstanding obligations of the corporation on the last previous 31st day of December, and certifying that the corporation is authorized to do business in the locality where it was organized. Every corpora-tion, at the time of filing the copy of its of the United States, as a guarantee for the faithful performance of its contracts of in-surance, United States bonds or other securities satisfactory to said superintendent, to the amount of \$100,000; provided, however, that the superintendent of insurance may accept, in his discretion, in lieu of seal of the insurance department of the state of the locality, certifying that the in-surance company has deposited under the laws of the state of its locality with the authorities of the state cash or securities to the amount of at least \$100,000 for the protection of their policy holders.

Provision for Retaliation. Whenever a corporation transacting interstate or foreign commerce insurance shall have complied with the requirements of this act, and the superintendent shall be satisfied as to its solvency, it shall be the duty of the superintendent to furnish a certificate thereof, and a license shall be thereby granted to carry on the proposed business of insurance, and under such certificate the rate of development which appears to be justified by the work now being performed at Culebra, a sea level canal, free from the restriction of locks, should be adopted. This committee believes that such a canal, with terminal harbors, can be constructed for a sum not exceeding \$230,500,000.

Advantage of Sea-Level Canal.

"The advantage of a sea-level canal across the isthmus are most obvious. It would be a waterway with no restriction to navigation and which could easily be enlarged by widening or deepening at any time in the future, to accommodate an increased traffic, without any inconvenience to the shipping using it. Whereas, a lock canal brooklyn Eagle to succeed the late Addison Back in reality a permanent restriction to the column of traffic and size of ships that

#### Printers' Ink's Opinion.

"The Washington Evening Star is generally considered one of the ten or twelve choicest advertising mediums that can be named among all the dailies published throughout the United States."

#### The best built and prettiest houses in Bloomingdale.

Nos. 62-64-66 T St. N.W.

EIGHT LARGE ROOMS, ATTIC AND CELLAR. HARDWOOD FINISH. HOT-WATER HEAT,
HEATED AND OPEN FOR INSPECTION.
COME OUT SUNDAY.

> PRICE LOW. TERMS EASY. M. H. HERRIMAN,

BUILDER AND OWNER.

appeal is pending, is obtained against any corporation upon a liability arising under a contract of interstate or foreign com-merce insurance in a court of record of the United States having jurisdiction of the parties and subject matter, and execution shall be issued and returned unsatisfied, and a duly certified copy of the proceed-ings presented to the superintendent of in-surance, he shall forthwith give notice to the corporation that if the judgment is not paid within sixty days from the date of notice the authority to transact interstate or foreign commerce insurance may be revoked; and if, at the end of sixty days evidence of the payment of judgment has not been filed with the superintendent of insurance he may in his discretion revoke the license of the corporation and give public notice thereof.

lic notice thereof. It shall be the duty of every corporation doing business under this act to render annual reports to the superintendent of insurance on the fifteenth day of January or within sixty days thereafter, in such form as the said superintendent may prescribe, giving a detailed statement of its assets and giving a detailed statement of its assets and liabilities and of its receipts and disbursements for the calendar year last past. All such reports shall be suitably arranged and published in proper and convenient book form, and shall also be transmitted to the Congress of the United States with each annual report of the Department of Commerce and Labor.

Whenever from the statements and re-

Whenever, from the statements and re-ports herein required, or from any other information, it shall appear to the superin-tendent of insurance that the financial condition of the corporation doing business under this act is unsafe it shall be the duty of the superintendent of insurance to order such corporation to make good its financial condition, and if this be not done within sixty days after such order is given, the superintendent of insurance shall revoke the certificate of authority to such corporation to transact business under this act.

#### ANNIVERSARY BANQUET.

United States College of Veterinary

Surgeons Host at Social Function. The eleventh anniversary banquet of the United States College of Veterinary Surgeons was held Friday evening at Freund's, with about fifty persons in attendance. The toastmaster was Mr. W. S. Pollard of the class of '06. The menu card was attractive,

the toastmaster introduced Dr. W. C. Wood-ward, the health officer of the District of Columbia, who spoke of the need of such a college as the United States College of foreign nations than that of the locality, any sums of money which from time to time shall become due to the insured on by watching the meat and the dalry. He said the responsibility of the veterinarian said the responsibility of the veterinarian when the questions of properly was great, when the questions of properly diagnosing and treating communicable diseases found among animals arose. He re-ferred especially to the prevention of tuberculosis and its communication to the people.

Dr. Woodward also pointed out the importance of the work of veterinary sur-geons in their examination of the animals from which vaccine virus and anti-toxins are obtained. He spoke of the dignity to which the profession had arisen, and closed with the remark, "The day of the horse doctor is gone, the veterinary surgeon is

Other toasts were: "Our Birthday," Dr. Other toasts were: "Our Birthday," Dr. C. B. Robinson, dean of the college; "Lack in Business Methods of the Average Veterinarian," Professor H. W. Acheson; "The Veterinarian in Army Life," Professor J. P. Turner; "History of Veterinary Surgery," Professor George E. Prevost; "Past, Present and Future of Veterinary Surgery," Professor Charles E. Emmons; "The Class," Mr. T. A. Ladson, '05; "This Class," Mr. Mr. T. A. Ladson, '05; "This Class," Mr. C. C. Weeks, '06; "Our Class," Mr. G. H. Grapp, '07. The banquet committee was composed of R. H. Duenner, '06, chairman; Dr. H. Bosley, '03, treasurer; Mr. C. M. Mansfield, secretary; J. B. Brynes, '07, and W. S. Pollard, '06

W. S. Pollard, '06. Those present were: Dr. W. C. Wood-ward, health officer of the District of Coward, health officer of the District of Columbia; Dr. C. B. Robinson, dean of the college; Prof. H. W. Acheson, Prof. J. P. Turner, Prof. W. A. Hedrick, Prof. George E. Prevost, Prof. Charles M. Emmens, Drs. J. J. Brown, Edward Ferneybaugh, E. S. Walmer, M. Walmer, George W. Selby, William P. Weaver, John C. Heide, C. C. Walker, Harry Bosley, W. A. Meyers, Robert W. Summers, Gage, U. S. A.; John P. Turner, W. W. Allegar, and Messrs. E. H. Drake, A. A. Pearson, C. C. Weekes, T. A. Ladson, Robert Talty, E. L. Thornton, R. J. Cooley, J. P. Kiefer, R. B. Blume, William F. Davis, T. M. Smith, William P. J. Cooley, J. P. Kiefer, R. B. Blume, William F. Davis, T. M. Smith, William P. Weaver, Corey, R. W. Wright, J. H. Mc-Keewn, C. M. Mansfield, J. W. Graham, J. H. Bakelar, Roy Wolf, A. C. Stever, E. P. Yager, James P. McDonough, Preston Hollingsworth, John B. Byrnes, Frederick Meisenheimer, John Huebschmann, H. F. Hungerford, E. H. Drake, A. A. Pearson, G. H. Grapp, Frey, Robert Hollingsworth.

## MAY SEND HANNIBAL HERE.

Smithsonian Institution Authorities Hope to Receive the Lion's Bones.

"Hannibal," the hairiest lion in the world, like his famous Carthagenian namesake, is dead, and his bones may be sent to the Smithsonian Institution for rehabilitation in the guise of his natural self. It has not been yet decided whether the famous Nubian giant will come to this city or be sent to the Museum of Natural History in New York, but the regents of the local institution are hoping that they may be so fortunate as to acquire the skeleton and have it stuffed and placed in an appro-

priate place in the exhibit here. "Hannibal" was formerly owned by little Miss Carnegie, the daughter of Mr. Andrew Carnegie. Once she expressed to her father a wish that she might possess the hairiest lion in the world. "Hannibal" was brought to the attention of the gentleman from Pittsburg, and he forthwith purchased him, through the agency of William T. Hornaday, the director of the New York Zoo, in London, at the earnest solocitation of the

little girl.

Pneumonia, that baleful spectre of tropl-cal animals when their habitat is exchangcal animals when their habitat is exchanged for environment in a foreign clime, overtook "Hannibal," and he gave up the ghost of his fathers. He is said to have been the finest specimen of his kind in the world, and it is likely that Mr. Carnegie will replace him after it has been decided just what disposition to make of his remains. No communication has been received indicating that the animal will come to Washington, but it is understood that to Washington, but it is understood that the choice rests between this city and the

Trinity College Alumni Function. Invitations have been issued by the executive committee to the members of the Washington Association of the Alumni of Trinity College to attend a supper and Bevocation of Licenses.

Whenever final judgment, from which no a large attendance is anticipated.